

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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This is UNEVALUATED information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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 (FOR KEY SEE REVERSE)

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1. Rolling Stock.

The Minister of Mail and Transportation had issued orders that all possible rolling stock was to be reconditioned and available for service by the time of the fall season i.e. about the end of August 1954. His orders specified the following quantities of rolling stock: 25X1

- a. Locomotives: 2,200. As of June 1954, the total number available was 2,211, of which only 1,800-1,900 were in running order. By exerting pressure and using all resources, the latter figure could have been raised to 1,950. This figure cannot possibly be exceeded owing to the lack of spare parts, such as steam cylinders of 30-40 different types.
- b. Freight cars: 57,000. As of June the total was 58,000 of all types, of which 56,782 were in service. Of this latter figure, about 7% were always in the repair shops.

2. Bridges.

The following bridges are under repair or construction:

a. Ujpest (Budapest):

- (1) The bridge over Vaci ut is completed.
- (2) The bridge over Ujpest winter harbor and island is under construction.
- (3) Main Danube arm bridge: for the bridging of this stretch, 700 m. wide, the dismantled "K-Bridge" from the railroad junction bridge in the south of Budapest is being used. This is only 400 m. long, however, and Army material has therefore been allocated to complete the necessary 700 m. length. This bridge is to be completed by 30 June 1955.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC						
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- b. Komárom: Under construction. To be completed by the end of December 1954.
- c. Murakeresztúr: The ministerial commission sent to this town on the Yugoslav frontier, in connection with the rebuilding of the bridge, was stopped by the Frontier Guards, and not allowed within sight of the bridge. The commission returned to Budapest and reported the matter. Nothing further on this bridge has transpired.

3. Budapest-Hatvan Electric Line.

In connection with the electrification of this line, the overhead cables are completed as far as Gödöllő. The posts to carry the overhead cables have been installed as far as Hatvan.

4. New Branch Line.

A new branch line is under construction near Kisujszállás (4712N 2045E).

5. Safety Installations.

These are being reorganized on the following lines, to allow for simultaneous parallel traffic on both sets of rails in the same direction:

- a. Budapest-Hegyeshalom;
- b. Budapest-Székesfehérvár;
- c. Budapest-Cegléd beyond Alberti-Irsa.

6. Transport Delays.

Owing to the general lack of discipline and of labor, delays of freight and passenger trains have been general. On 1 July 1954, there were 36,000 loaded freight cars standing in sidings owing to lack of locomotives or else lack of personnel to unload them. These included 7,000 foreign cars (normal gauge), and also 700 wide-gauge cars in Záhony.

7. Fuel Supplies.

- a. Coal reserves have been increased to seven days, after having been only 2-3 days up to the end of May. In June 1954, 227,500 tons of coal were allocated to the Hungarian State Railroads, but 18.5% less was received. The quality was very poor.
- b. The Zalaegerszeg Pakura-Peat-Coaldust project is being pressed forward by the Minister of Mail and Transport with all urgency. New machinery, just installed, is expected to ensure a production of 1,500 - 1,600 tons daily, although the local station can only deal with the movement of a maximum of 60-70 carloads per day. The minister has ordered that transport facilities should be increased, but so far the officials concerned have not succeeded in producing the necessary labor or rolling stock.
- c. The Ministry for Heavy Industry is also taking an interest in the production of Pakura-Peat Coaldust.

Comment: Presumably the so-called North Railroad Junction Bridge.

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